TRANSPORTATION

DEPARTMENTAL OVERVIEW

MISSION

The Department of Transportation's mission is to provide for the safe, secure, accessible and reliable movement of people and goods to serve the social and economic needs and aspirations of the people of the Northwest Territories.

GOALS

1. The NWT transportation system continues to improve
2. The NWT has an ongoing high level of Northern business and employment opportunities in the public and private transportation sectors
3. The NWT has a safe and secure transportation system in all modes
4. The Department has a high performance workplace that is adaptable, effective, efficient and innovative in delivering programs and services
5. The high quality of the NWT environment is maintained
6. The Department supports local transportation infrastructure

BUDGET (2008/9)

Compensation & Benefits	$31,618,000
Grants & Contributions	$338,000
Other O&M	$36,371,000
Amortization	$27,620,000
Infrastructure Investment	$56,437,000

POSITIONS (2008/9)

Headquarters (HQ)	94 positions
Regional/Other Communities	181 positions
Seasonal	35 positions

KEY ACTIVITIES

- *Corporate Management and Services*
- *Airports*
- *Highways*
- *Ferries*
- *Community Local Access Roads*
- *Road Licensing and Safety*

STRATEGIC ACTIONS

The Department will take the following actions in support of the government's strategic initiatives:

- *Work to Mitigate and Adapt to Climate Change (Managing This Land)*
- *Improve Transportation Access to Communities (Reducing the Cost of Living)*
- *Support Diversification (Maximizing Opportunities)*
- *Recruitment and Retention Strategies (Refocusing Government)*

STRATEGIC ISSUES

Pressures of Resource Development

Non-renewable resource development including oil and gas exploration and development, the anticipated construction of the Mackenzie Gas Project, and diamond mining and other mineral exploration activities will continue to have a significant impact on the NWT transportation system. Increased resource development traffic in all modes will occur on a transportation system that is incomplete and not up to the required standard to support the commercial vehicle traffic. DOT has identified a number of major transportation issues associated with resource development:

- Safety of the travelling public,
- Limited structural capacity, system reliability and the need of upgrades, and
- Potential for increased operation and maintenance costs due to increased traffic volume.

Under-Developed and Aging Transportation System

There is an increasing demand for new roads or upgraded winter roads to support economic development and diversification, inter-community travel and to reduce the cost of living in communities. The Department is also challenged by the need to upgrade substandard transportation infrastructure and rehabilitate and replace aging infrastructure. Preserving existing infrastructure is essential for the safe and reliable movement of people and goods. Much of the existing infrastructure in the Northwest Territories was built to a minimum surface and geometric standard, which was suitable for the traffic loads of the day. However, highways and airports now require reconstruction to ensure they are capable of withstanding the demands of increased and heavier traffic associated with economic developments. Major culverts, bridge structures, pavements, runways and buildings such as maintenance garages and air terminal building are reaching the end of their lifecycles and are in need of rehabilitation or replacement. These are capital-intensive projects that will compete for limited funding during a period of increasing demand. There is also a lack of supporting infrastructure, such as communications and power, which increases the challenge of enhancing transportation services.

Cost Escalation

The Department will face a number of challenges that will tend to increase the costs of program delivery. The Department will have to contend with the rising cost of fuel which impacts operation and maintenance activities. The rising cost of other materials, such as steel, calcium chloride, runway sand and EK-35 along with a labour shortage impact both maintenance and capital projects. The Department will continue to feel the effects of the booming construction sector in Alberta. The lack of competition and difficulty attracting contractors to bid on northern projects is contributing to increased costs.

Human Resources Pressures

A booming economy means greater demand and competition for qualified personnel. The Department will continue to experience difficulties attracting and retaining skilled staff. The transportation sector is challenged by an increasingly complex and technologically sophisticated workplace in which fewer employees are expected to meet increasing demands for goods and services. There is a need to address human resource requirements and to ensure a continuing supply of workers with the skills required to keep pace with the rapid technological development of the transportation industry.

Public Expectations

With the recent success in undertaking major infrastructure upgrading projects, the Department will experience heightened public expectations regarding improved levels of service and safety. Highway improvements under the Canada Strategic Infrastructure Fund, the Deh Cho Bridge project,

Yellowknife Airport improvements and oil and gas industry contributions to the construction and maintenance of sections of the Mackenzie Valley Winter Road have resulted in significant upgrading of the transportation system. The travelling public have come to expect safe, uninterrupted and trouble free travel throughout the NWT. The Department will be challenged to continue the pace of improvements. There will also be regional demands for equitable distribution of funding. In particular, there will be requests for chipsealing of highways.

Regulatory Processes

The Department's operations and construction activities are subject to an array of federal transportation safety, security and environmental regulations. Recent examples include the new requirements for baggage screening/explosive detection system recently installed at Yellowknife Airport and the requirement for salt management plans and related infrastructure for highway operations. Modified or new regulations are being brought forward on an ever-increasing basis. The Department is working towards implementation of a Safety Management System (SMS) at NWT airports, emergency-planning requirements and assessing marine regulation changes that may require increased ferry staffing levels and reduced load carrying capacities on the ferry system. Parallel to these new regulations is an expanded monitoring and enforcement effort by the various regulators. This adds to reporting requirements and in-field monitoring and meetings by Department staff. Compliance with this increasing regulatory burden is requiring additional effort and resources.

Climate Change

Evidence from around the world, including extreme weather events, record temperatures and precipitation levels, thawing permafrost and rising sea levels all point to the fact climate change is happening now and at rates much faster than previously thought. Climate change will have the greatest impact in northern regions. Climate change in the NWT has and will continue to pose challenges for the transportation system. The trend to warmer than normal temperatures has delayed the opening dates of ice bridges on the all-weather highways and reduced the operating window of the winter road system. Climate change has also accelerated permafrost degradation, which has led to the deterioration of road and runway surfaces. Increased precipitation has resulted in increased consumption of sand and salt, along with increased maintenance activities. There will be increased pressures to mitigate the effects by improving poor surface conditions, realigning winter roads and building permanent bridges to extend and stabilize winter road seasons. On the other hand, the increasing length of the Arctic marine shipping season will help facilitate the development of the "Over-the-Top" route. The Mackenzie Valley has the potential of becoming a major Canadian trade corridor for import from and export to world markets.

Environment

The environment is the foundation of a healthy and prosperous North. The GNWT recognizes the interdependence between conservation and development in the application of the sustainable development policy. When applied to transportation, it means that environmental, social and economic considerations must be factored into decisions affecting transportation activities. The Department must lead by example and promote environmental stewardship and sustainability within a fully integrated territorial transportation system.

CORPORATE MANAGEMENT AND SERVICES

Description

Corporate Services provides support and departmental wide corporate programs in 10 areas:

Management
Information Systems
Finance
Occupational Health and Safety
Employee Benefits
Region/Area Operations
Contracts
Planning and Policy
Environment
Public Affairs and Communications.

2008/09 Resources

Budget:

Compensation & Benefits	$6,352,000
Grants & Contributions	-
Other O&M	$2,153,000
Amortization	$9,000

Staffing (Positions):

Headquarters (HQ)	30
Regional/Other Communities	21

Major Program and Service Initiatives

- Continue to pursue federal infrastructure funding (i.e. Building Canada Plan, ACAP)
- Secure funding for priority projects that may include Colville Lake and Trout Lake Airport Relocations, Bear River Bridge, Dettah Access Road Improvements and Hwy 4 Giant Mine Realignment
- Continue to prepare for resource developments, such as the Mackenzie Gas Project
- Advance research and initiatives in support of climate change
- Promote and implement energy conservation and emission reduction initiatives (both GNWT and public)
- Promote the development of an Arctic Corridor/Strategic Gateway /Over the Top Shipping Route
- Implement additional intelligent transportation system (ITS) applications such as weigh in motion, electronic tolling, road weather information systems and improve transportation system data collection
- Develop Corporate Strategies –Environment, Information Systems, OH&S, Business Continuity and Human Resources
- Improve web based resources

KEY ACTIVITY 1: AIRPORTS

Description

The purpose of the Airports Program is to provide airport facilities and services and to encourage and support the provision of regular, safe, cost-effective and reliable air services. The Department is responsible for the maintenance, operation and rehabilitation and upgrading of airports.

The Department operates 27 airports in the Northwest Territories, of which one is a Gateway hub (Yellowknife), two are Regional hubs, (Norman Wells and Inuvik), and the remaining 24 are community airports. Connected with the Airports Program, the Department maintains a close watch over air transportation legislation, regulation and policy activities of other governments, overall trends in air transportation safety, costs, infrastructure technology developments/change and opportunities for partnership to finance the improvement of airport infrastructure. There are four areas of program support: Management, Program Development, Operations and Facilities.

Major Program and Service Initiatives

Improvements to the NWT Airports System:

- Explore alternative governance and revenue opportunities for airport management
- Develop and advance Airport Commercial Land Development Investment and Marketing Strategies
- Implement a regulatory Safety Management System and emergency response plans
- Prepare for economic development, including cargo and tourism opportunities
- Develop Airport Strategy/Plan of Action
- Improve and standardize maintenance practices
- Improve data collection for operational requirements

2008/09 Budget:

Compensation & Benefits
$10,154,000

Grants & Contributions
$25,000

Other O&M
$10,958,000

Amortization
$6,750,000

Capital
$15,200,000

Staff (Positions):

27 HQ
71 Regional/Other

Measures:

# of aircraft arrivals and departures at GNWT six largest airports

% increase of commercial development lease and landing fee revenues

KEY ACTIVITY 2: HIGHWAYS

Description

The purpose of the Highways Program is to provide highway infrastructure and services to support the provision of safe, reliable and cost-effective inter-community travel and road transportation services. The Department is responsible for operating, maintaining, rehabilitating and upgrading all highway infrastructure.

The Department maintains 2200 kilometres of all-weather highways and 1,425 kilometres of seasonal winter roads. The Highway system also includes over 70 bridges and over 3,000 culvert structures. Connected with the Highways Program, the Department monitors current trends in highway construction, engineering, safety, design and technology. The Department actively seeks new partnership opportunities with other governments and industry to finance the development of new highway infrastructure and to finance enhanced operations. There are four key areas of program support: Management, Winter Roads, Infrastructure and Operations.

Major Program and Service Initiatives

Improvements to the NWT Highways System:

- Update the Highway Strategy /Plan of Action
- Advance New Road Development
  - Mackenzie Valley Highway
  - Tâîchô Corridor Roads
  - Seasonal Overland Route into Slave Geologic Province
- Continue involvement in, monitor construction and develop a toll collection system in support of the Deh Cho Bridge
- Improve and standardize maintenance practices
- Negotiate an agreement regarding Highway 5 through Wood Buffalo National Park with Parks Canada
- Expand bridge and culvert inspection and management system

2008/09 Budget:

Compensation & Benefits
$10,424,000

Grants & Contributions
None

Other O&M
$18,187,000

Amortization
$19,679,000

Capital
$39,537,000

Staff (Positions):

26 HQ
66 Regional/Other
9 Seasonal

Measures:

% of Highway kms with a Good to Excellent Ride Condition Rating

% of Highway system with paved/chipsealed, dust controlled and gravel surfaces.

% of Bridges and Culverts with a Good to Excellent Inspection Condition Rating

Total third party funding contributions to capital, operations and maintenance

KEY ACTIVITY 3: MARINE

Description

The purpose of the Marine Program is to provide safe and reliable ferry crossing services on the highway system. The Department is responsible for the maintenance, operation and upgrading of vessels and support facilities.

The Department provides ferry services at five river crossings where territorial all-weather highways traverse waterways. Connected with the Ferries Program, the Department maintains a close watch over federal marine legislation, regulation and policy activities. There areas of program support are: management, maintenance, refits and operations.

Major Program and Service Initiatives

Improvements to the NWT Ferries System:

- Develop a Ferry Strategy/Plan of Action including contingency options
- Develop a Marine Services Training Program
- Develop and implement Ferry Structure and Process Best Practices
    - Implement a Drug and Alcohol Policy
- Develop and implement a rationalization plan for ferry fleet (restationing of the Merv Hardie)

2008/09 Budget:

Compensation & Benefits
$1,987,000

Grants & Contributions
None

Other O&M
$4,317,000

Amortization
$900,000

Capital
$430,000

Staff (Positions):

1 HQ
5 Regional/Other
26 Seasonal

Measures:

# of total operating days for all ferries

# of total vehicles carried

# of students enrolled in the Marine Training Program, # of graduates and % of northerners operating ferries.

KEY ACTIVITY 4: COMMUNITY LOCAL ACCESS ROADS

Description

The purpose of the Community Local Access Road Program is to provide access roads and trails. The Department contributes financial assistance to communities for building locally owned roads and trails to points of interest, recreational opportunities and renewable resource harvesting areas.

Major Program and Service Initiatives

- Encourage communities to develop local access roads and trails

2008/09 Budget:

Compensation & Benefits
N/A

Grants & Contributions
$313,000

Other O&M
$10,000

Amortization
None

Staff (Positions):

NA

Measures:

Total # of projects ongoing and total funding spent under the Program

KEY ACTIVITY 5: ROAD LICENSING AND SAFETY

Description

The purpose of the Road Licensing & Safety Program (RL&S) is to ensure the protection of public safety and the environment in areas of motor and commercial vehicle use.

The Department is responsible for the testing, registration and inspection of all drivers and vehicles that use the Territorial transportation network. The Department establishes and enforces the Acts, Regulations and Safety Codes that apply to drivers and motor vehicles including commercial motor carriers throughout the Territory.

Connected with the Road Licensing and Safety Program, the Department ensures the safe operation of all commercial vehicles through transportation legislation, inspections, regulations and policy activities. The Program ensures compliance with national policies and initiatives. The Program researches trends in highway transportation safety, technology development, and future opportunities for partnerships to ensure regulatory harmonization, implementation of new ideas and ensuring all drivers and vehicles are safe to share the roadways. There are three areas of program support: Management, Driver & Vehicle Licensing Program and Carrier & Inspections Program.

Major Program and Service Initiatives

- Develop enhancements to the Motor Vehicle Information System and future replacement strategy
- Restructure Commercial Permitting and Carrier & Inspection Program
- Review and update revenue opportunities
- Develop real-time monitoring of dangerous goods movements.
- Promote road safety through the Drive Alive Campaign
- Enhance online Road Licensing and Safety services
- Improve service to remote communities through the use of Mobile Issuing Stations
- Streamline process for renewing Drivers Licences
- Develop and Implement New License Plates

2008/09 Budget:

Compensation & Benefits
$2,701,000

Grants & Contributions
None

Other O&M
$746,000

Amortization
$282,000

Capital
$1,270,000

Staff (Positions):

10 HQ
18 Regional/Other

Measures:

# of collisions per vehicle kilometers traveled

# of commercial vehicle inspections conducted and # of commercial offenses

% increase in RL&S revenues

# of drivers licences and registrations issued

STRATEGIC INITIATIVE: MANAGING THIS LAND
Action: Work to Mitigate & Adapt to Climate Change

Description

Baseline Studies for Transportation System Components
DOT recognizes the necessity of continued efforts to both mitigate and adapt to the effects of climate change. To increase the understanding of climate change impacts on the transportation system, DOT will undertake further studies to address current information gaps.

Realign the Tâîchô Winter Road
The Department plans to realign the Tâîchô Winter Road to an overland alignment to lengthen the winter road season and mitigate the effects of warmer winters. Realigning the winter road will also reduce environmental concerns with the current alignment associated with constructing the winter road over water bodies.

Objectives

Objective 1:To increase the understanding of the effects of climate change on the transportation system and to develop strategies to reduce or mitigate those impacts

Objective 2:To guide future infrastructure and transportation system planning by providing insight into best practices for climate change adaptation

Objective 3:To help the GNWT to protect existing infrastructure assets and maintain transportation service levels.

Action Plan

Baseline Studies (2010/11-11/12)
The Department will conduct or commission additional research in a number of areas to anticipate and assess the early impacts of climate change on NWT transportation:

- Climate change projections that are updated and are scaled for smaller geographic areas;
- Infrastructure inventories that highlight underlying soil conditions;
- Changes in construction conditions and how changes in temperature, storm severity, water levels, freeze/thaw cycles and other climate changes affect conditions;
- Effects on life-cycle costs and determination of additional up front investments that stabilize and extend the service life of the infrastructure;
- Effects on maintenance costs; and
- In-depth research on adaptation techniques and best practices.

Tâîchô Winter Road (2010/11-11/12)
The Department will complete detailed engineering and environmental scoping reports required to move forward with final route selection, permitting and construction phases.

STRATEGIC INITIATIVE: REDUCING THE COST OF LIVING
Action: Improve Transportation Access to Communities

Description

DOT will expand initiatives within the Department's operations and capital plan to improve transportation access to communities. These initiatives will improve community mobility, road safety and reliability. Improved transportation access will increase the cost effectiveness of community resupply. For example, improvements to airports will encourage scheduled service, reducing airfares and freight costs. Improvements to winter roads will stabilize and extend the winter road season, improving access and decreasing costs. Enhanced hwy access will also encourage competition which will further reduce the cost of living.

Objectives

Objective 1:To improve transportation access to communities across the NWT

Objective 2:To reduce the cost of living in communities across the NWT

Action Plan

Infrastructure Investment (See infrastructure Section for Project Timing)
Fort Smith Highway 5 and Fort Resolution Highway 6 Chipseal
Trout Lake Winter Road
Tulita, Fort Good Hope and Fort McPherson Runway Extensions
Délîne and Tâîchô Winter Road Realignments
Mackenzie Valley Winter Road Bridges and Grade Improvements
Bridge Rehabilitation Program
Wekweètì Winter Road
Colville Lake Winter Road Grade Improvements
Liard Highway 7

Dempster Highway Ice Bridge Construction Acceleration (2008/09-11/12)
To accelerate construction and increase efforts to open the ice bridges on the Dempster Highway earlier in the season and maintain later in the season though increased flooding and spraying efforts using ice spray technology.

Annual Wekweètì Winter Road Construction (2009/10-11/12)
To connect the community of Wekweètì to the Public Highway System and construct an annual Winter Road from the Whatì junction to Wekweètì.

Mackenzie Valley All Weather Road (Ongoing)
To pursue incremental infrastructure improvements, additional research including economic analysis, environmental baseline, scoping and pre-engineering work and pursue partnership and funding opportunities to move towards construction of this route.

STRATEGIC INITIATIVE: MAXIMIZING OPPORTUNITIES
Action: Support Diversification

Description

Over the Top Route
To work with proponents of an 'over-the-top' route to develop opportunities for northern communities as part of an expanded marine industry and development of an arctic gateway corridor

Improved Access into the Slave Geologic Province
To undertake additional research including feasibility studies, financial and economic analysis of a seasonal overland route into the Slave Geologic Province

Objectives

Objective 1:To maximize opportunities for northern communities to benefit from resource development in terms of employment and business opportunities.

Objective 2:To expand the marine service sector to realize economies of scale for community resupply and to expand marine service industries within communities.

Action Plan

Over the Top Route (Ongoing)
The Department will continue attending and hosting meetings/information sessions on the route with proponents, stakeholders, various regulators, and interested territorial/provincial/federal departments including Transport Canada, and Alberta Infrastructure and Transportation. Participation on working groups, providing technical expertise and monitoring developments will continue. The Department will investigate and pursue funding opportunities under the federal Strategic Gateway and Corridors Fund for development of the route.

Improved Access into the Slave Geologic Province (Ongoing)
The Department will engage in discussions with the Joint Venture and other mineral development proponents in the Slave Geologic Province regarding further research into options for improving access.

STRATEGIC INITIATIVE: REFOCUSING GOVERNMENT
Action: Recruitment and Retention Strategies

Description

Training Program for Marine Services
It is often difficult to fill and maintain marine services positions, and so the Department has proposed a made-in-the-North training program. DOT will continue to expand this program in order to encourage as many northerners as possible to consider marine services for their career and to improve staff retention. The Department's long-term intention is that all required training, from entry level to Master, would be available in the NWT.

Objectives

Objective 1:To increase the number of qualified persons available to fill marine positions

Objective 2:To develop a skilled northern marine workforce

Action Plan

Training Program for Marine Services (2008/09-2011/12)

The Department will continue to expand and develop the Marine Training program

- "Oiler" positions will be created to provide opportunities for engineering progression for Northerners. This initiative will be monitored to ensure success.
- Courses such as Marine Emergency Duties; First Aid and Radio Operators Courses will be developed and delivered in the North.
- Partnerships will be pursued to maximize economies of scale of providing northern training.
- Through the use of a simulator the Department will conduct advanced training. This will provide an opportunity for Masters and Mates to hone their emergency skills.

INFRASTRUCTURE INVESTMENTS

Upgrading and Rehabilitation Projects

Infrastructure Upgrading and Rehabilitation (2008/09-11/12)
Various projects to upgrade and rehabilitate the transportation system including bridge rehabilitation, culvert repair and replacement, chipseal overlay, equipment replacement, ferry refits and various building retrofits, repairs and replacements.

Canada Strategic Infrastructure Fund Projects

These multi year projects have been delivered through the Canada Strategic Infrastructure Fund (CSIF) agreement with the federal government. 2008/09 is the final year of the agreement.

Hwy 8 Reconstruction – km 0-259 (2008/09)
Embankment widening, reshaping, and granular surfacing from Km 34 to Km 43 and culvert replacement from km 46 to km 60.

Hwy 1 Reconstruction – km 188-457 (2008/09)
Grade and safety improvements, drainage improvements and granular surfacing and dust palliative application from km 256 to km 272.

Hwy 4 Reconstruction– km 0-59.2 (2008/09)
Roadway widening, grade improvements, culvert replacements and drainage improvements and guardrail installations between km 32.5 and km 35.1. Design of roadway improvements between km 35.1 and km 43. 8

Hwy 7 Reconstruction – km 0-254 (2008/09)
Embankment widening, culvert replacements, drainage improvements, granular production/crushing, grade strengthening, granular sub-base and base course applications, application of dust palliative (EK-35) and guardrail installations between km 14 and km 37.5.

Mackenzie Valley Winter Road Bridge Program (2008/09)
784.1 Blackwater River Bridge
746.5 Strawberry Creek
Various Grade, alignment and signage improvements

Strategic Infrastructure Investment: Reducing the Cost of Living

Air System Capital Improvements

Runway Expansions
The Airport Runway Optimal Lengths and Issues Study identified that extension of the Fort Good Hope , Fort McPherson and Tulita runways to 4000 ft is a high priority to mitigate aircraft payload constraints brought about by federal regulatory changes.
Fort Good Hope: 2008/09 – 09/10
Fort McPherson: 2010/11
Tulita: 2008/09 – 09/10

Winter Road System Improvements

Colville Lake Winter Road Grade Improvements (2010/11)
The Colville Lake Winter Road requires minor spot, grade and drainage improvements.

Délîne Winter Road Realignment (2009/10 – 11/12)
The realignment of the winter road to north of Great Bear River will alleviate the current problems associated with constructing and operating the winter road. Work will concentrate on the section between Great Bear Lake and Bennett Field.

Mackenzie Valley Winter Road Grade Improvements (2008/09 – 13/14)
Grade improvements on the Mackenzie Valley Winter Road are needed on the narrow sections, sharp corners and steep grades. This work will improve the trucking industry's efficiency through time savings and the reduction of weight restrictions. It will also improve safety for all highway users.

Mackenzie Valley Winter Road Bridges (2010/11 – 11/12)
This project consists of the construction of a permanent bridge at Bosworth Creek.

Tåîchô Winter Road Realignment (2010/11 – 11/12)
Realignment to an overland route and the construction of permanent stream crossings to extend the winter road season and eliminate the difficulties and safety concerns with constructing the current southern portion of the road across Marion Lake

Trout Lake Winter Road (2008/09 – 09/10)
The Trout Lake Winter Road requires minor spot and grade improvements and bridge construction to stabilize and extend the winter road season.

Wekweètì Winter Road (2010/11 – 11/12)
The Department proposes to undergo land use permitting and water licensing in 2008/09 and 2009/10, and make grade improvements on the route from the Whati Junction to Wekweèti in 2010/11.

Highway System Improvements

Community Access Road Investment (2008/09-11/12)
Construction, reconstruction, grade and surface improvements on Nahanni Butte, Jean Marie River, and Hay River Reserve access roads.

Bridge Rehabilitation Program (2010/11 – 11/12)
Reconstruction of various bridges on the winter road system is required to ensure the continued safe/efficient movement of trucking industry movements.

Fort Smith Highway 5 Chipseal (2008/09 – 11/12)
This project includes grade repairs, drainage improvements, structural base course and chipsealing surfacing on various sections of this highway.

Fort Resolution Highway 6 Chipseal (2008/09 – 11/12)
This project includes grade repairs, drainage improvements, structural base course and chipsealing surfacing from km 106 to km 140.

Liard Highway 7 Reconstruction (2008/09 – 11/12)
Embankment widening, culvert replacements, drainage improvements, granular production/crushing, grade strengthening, granular sub-base and base course applications, application of dust palliative (EK-35) and guardrail installations between km 14 to 37.5.

Building Canada Plan Projects

Yellowknife Airport Combined Services Building (2008/09 – 10/11)
A new Combined Services Building (CSB) be erected on the west side of Runway 15-33 to meet existing and future capacity requirements and increase operational efficiencies.

City of Yellowknife Bypass Road (2008/09 - 10/11)
Construction of a By-Pass Road to connect Highway 3 to Deh Cho Boulevard to provide secondary access into and out of the City, eliminate heavy truck traffic from city streets, provide access to the City's new industrial lands.

Highway 1 Widening from Alberta Border to Enterprise (2008/09 – 11/12)
Embankment widening to increase safety and sight distance. Minor horizontal alignment and superelevation improvements will also be done.

Mackenzie Highway 1 (2009/10 – 13/14)
Improvements will concentrate on upgrading the existing surface by completing drainage improvements, widening and straightening the existing grade, and enhancing safety parameters such as guardrail installation and application of dust palliatives.

Kakisa River Bridge (2008/09)
Replacing the existing to bring it up to industry standard for weight capacity and meet expected future traffic volumes and increased load capacity requirements associated with the proposed pipeline construction and resource developments.

Highway 3 Major Repairs Behchoko to Yellowknife/Behchoko Access Road (2008/09 – 11/12)
Major surface rehabilitation is required to ensure further highway life expectancy, safety and riding comfort to the traveling public.

Ingraham Trail Highway 4 (2009/10 – 13/14)
Continuation of geometric improvements started under CSIF. Improved road top width, horizontal and vertical curvature and sight distances.

Dempster Highway 8 (2009/10 – 13/14)
Continuation of Dempster Highway reconstruction from the Yukon Border (km 0) to Inuvik (km 272) with improve the width, horizontal and vertical alignments, sight distances, and the subgrade and wearing surface.

Tuktoyaktuk Gravel Access Road to Source 177 (2008/09 – 12/13)
This 19-km section to source 177 would reflect an incremental approach to building the entire road and will provide Tuktoyaktuk with a more reliable and cost-effective granular source.

Infrastructure Research and Development (2008/09 – 12/13)

- Aklavik Gravel Access Road Engineering and Environmental Scoping
- Mackenzie Valley Highway Economic and Engineering Analysis
- Climate Change Research- Highway 3 Permafrost Vulnerability

Airport Capital Assistance Program (ACAP) Projects

Hay River Runway/Taxiway/Apron Rehab (2010/11-2011/12)
This project consists of rehabilitation and resurfacing the airport runway and taxiway.

Yellowknife Runway 15-33 Overlay (2008/09-2009/10)
This project consists of rehabilitation and resurfacing the airport runway and taxiway.

Partnership Projects

Deh Cho Bridge (2008/09 – 10/11)
The construction of the bridge across the Mackenzie River near Fort Providence is being constructed under a public-private-partnership arrangement with the Deh Cho Bridge Corporation. The department will continue its role in providing support to the Deh Cho Bridge Corporation, monitoring construction and implementing the toll collection.

LEGISLATIVE INITIATIVES

- **Motor Vehicles Act Amendments**

The Department is committed to ensuring that its legislation remains current and assists staff and peace officers in the administration and enforcement of motor vehicle related programs. The Department is currently undertaking a review of the Motor Vehicles Act and Regulations as part of an initiative to enhance road safety.

- **Public Highways Act Amendments**

The Public Highways Act and Regulations require amendments to update the listing of public highways. The amendments will also clarify the responsibility, control and administration of all activities that take place within the corridors designated as Public Highways. In addition, the Department wishes to clarify the authority and responsibility of the Minister with respect to public verses private roadways.

- **All Terrain Vehicle Act Review**

Operation of off-road vehicles is governed by the All-Terrain Vehicles Act. The Act came into force in 1988. A review of the Act is currently required to ensure that it meets current needs. This will involve meeting with the communities and other stakeholders to ensure that the appropriate regulatory framework is in place for public safety.